

Route 26 — New Gloucester to Poland
PIN 3517.20, STP-016P(12)
Cumberland and Androscoggin Counties, Maine

Final Environmental Assessment and Final Section 4(f) Statement

Submitted Pursuant to 42 U.S.C. 4332 (2)(c),
23 U.S.C. 138 and 23 CFR 771

by:













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Federal Highway
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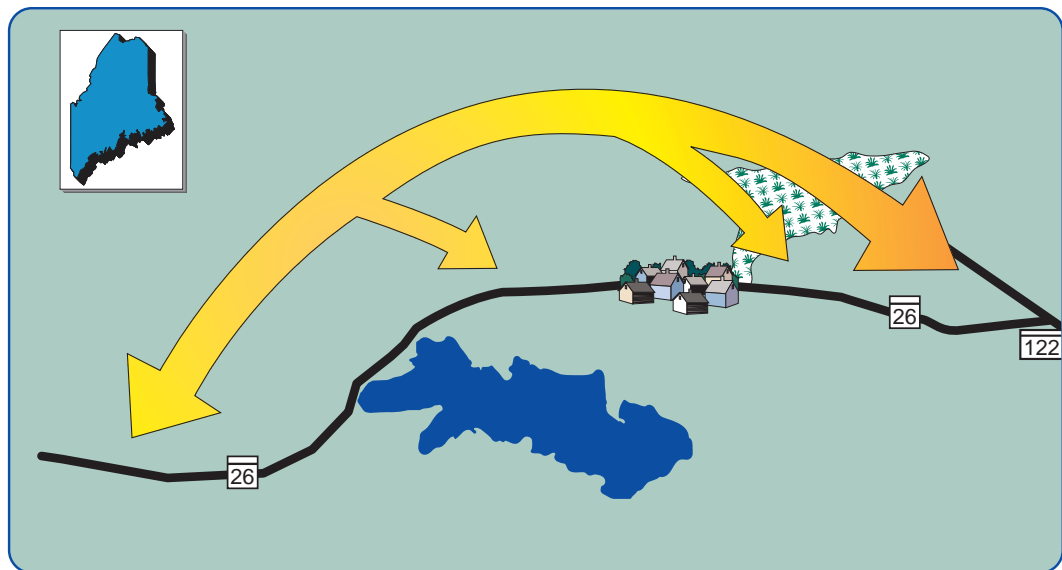
Maine Department of
Transportation

The following icons are used in this environmental assessment to identify the project needs for which alternatives have been developed and considered.

Safety — Roadways		Traffic Mix	
Safety — Travel Speeds		Traffic Volume / Capacity	
Safety — Pedestrians		Noise	
Safety — Abutters		Stormwater and Protection of Water Quality	
Safety — Accidents		Protection of Shaker Village	

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and



Maine Department of
Transportation

A handwritten signature in black ink, reading "Paul Lariviere".

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FINDING OF NO SIGNIFICANT IMPACT
State Route 26 — New Gloucester to Poland
Cumberland and Androscoggin Counties, Maine
PIN 3517.20, Federal Project No. **STP-016P(12)**

Description of Action

The Maine Department of Transportation (MDOT) proposes to construct an 8.45 km (5.25-mile) section of new two-lane roadway in the Town of New Gloucester and the Town of Poland, Maine. The roadway improvement will extend from just north of the Gray/New Gloucester town boundary to approximately 300 m (1,000 feet) north of State Route 122 in Poland. The roadway is planned to include bypasses of State Route 26 on new location and construction on existing Route 26. The new location portions will essentially provide bypass sections around Sabbathday Lake and the Sabbathday Lake Shaker Village, a National Historic Landmark.

These improvements are needed to complete a section of Maine's National Highway System designation on Route 26, to improve the roadway to meet the criteria of the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design, and to improve current and future traffic flow and safety. The work of a local Project Advisory Committee (PAC) supported the project purpose and developed nine additional project goals, focusing on local environmental, cultural, and safety issues.

The Environmental Assessment documents the selection of the Preferred Alternative through an alternatives analysis process that included fourteen alternatives, encompassing a variety of upgrade and partial bypass options, and a No-build alternative which analyzed the continuance of the existing roadway. The Preferred Alternative, described as Alternative 4E in the Environmental Assessment, minimizes the environmental impacts, while striking a balance between the local environmental, cultural, and safety goals. This alternative was the preferred alternative of the PAC, the Sabbathday Lake Shaker Community, and local governments.

Environmental Issues

The study area includes Sabbathday Lake, the Sabbathday Lake Shaker Village, other historic resources, wetlands, surface waters, and residences. Each of these resources were important elements of evaluation within the EA.

Existing Route 26 closely parallels Sabbathday Lake in the southern portion of the study area. The roadway contributes stormwater runoff and other pollutants to the lake system, which is a valuable recreational resource of the area. A goal of the project was to reduce the potential pollution effects of the roadway upon Sabbathday Lake. The Preferred Alternative removes a substantial volume of traffic away from existing Route 26 adjacent to the lakeshore, thereby reducing potential pollution. The project will comply with the *Maine Department of*

Environmental Protection/Maine Department of Transportation Memorandum of Agreement for Stormwater. Standards for both quality and quantity in the Agreement will be met, and stormwater systems will be designed and constructed in accordance with the Standards and Commitments discussed in Section II of the MDOT **Best Management Practices for Erosion and Sediment Control**, September 1997.

Sabbathday Lake Shaker Village is the sole remaining active Shaker community in the United States. Existing Route 26 bisects the historically significant buildings of the village, which is designated as a National Historic Landmark by the U.S. Department of the Interior. Additionally, three properties eligible for the National Register of Historic Places have been identified within the project limits. A goal of the project is to reduce the traffic impacts (safety, noise, and vibration) to the Community while generating the least impact to Shaker property and community dynamics. The Shaker community supports the Preferred Alternative.

A number of measures will be undertaken to mitigate for impacts of the Preferred Alternative upon the Shaker property. Stone walls at the northern and southern Shaker property boundaries will be disturbed by the project. The appropriate methods for rehabilitation of these walls will be determined during final plan development in coordination with the Shaker community and the State Historic Preservation Officer (SHPO). The Preferred Alternative will impact the Shaker community domestic water supply system. A new well will be provided on the property before the start of construction to ensure a continued water supply. Additionally, if required, the ornamental “covers” on the existing spring house and water tank would be moved to new locations on the property, in consultation with the Shaker community and the SHPO. Vegetative screening locations and design to mitigate for visual impacts of the project on the Shaker Village will be developed during final plan development in consultation with the Shaker Community and the SHPO. The Preferred Alternative will also avoid impacting the Shaker cemetery and other cemeteries within the study area. A pre- and post-construction building survey will be performed to document potential impacts upon structure integrity. If the post-construction survey documents damage to the structures from construction, repairs would be performed after consultation with the Shaker community and the SHPO on architectural details.

MDOT recommends that through traffic be removed from the existing roadway through the Shaker community. MDOT recommends that the primary access to the Shaker community from the Preferred Alternative be located to the north using existing Route 26 via Quarry Road. MDOT recommends a portion of existing Route 26 from the southern property boundary of the Shaker property to the Shaker Village be discontinued and removed. The final decision on the discontinuance and removal will be determined in consultation with the Town of New Gloucester and the Shaker Community.

Seventeen wetlands and three streams will be impacted by the Preferred Alternative. Direct impacts to three residences will also occur as a result of the construction of the Preferred Alternative. The location and preliminary design of alternatives minimized the impacts to wetland resources, stream crossings, and required displacements. Appropriate mitigation for wetland impacts, estimated to be 1.05 hectares (2.6 acres), and stream impacts will be developed in consultation with the resource agencies.

Decision

The Preferred Alternative, Alternative 4E, as described in the Environmental Assessment, best accomplishes the project's purpose while minimizing the impacts and balancing the needs of the natural, social, and cultural environment affected by the project.

With implementation of the identified mitigation measures discussed above, I have determined that construction of Alternative 4E, as described in the EA, within the Towns of New Gloucester and Poland, Maine will have no significant impact on the natural or human environment. This Finding of No Significant Impact is based on the project's Environmental Assessment and associated studies. These documents have been independently evaluated by the FHVVA and determined to adequately discuss the need, environmental issues and impacts, and appropriate mitigation measures. The Environmental Assessment provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached document.

November 24, 1998

Date

Paul L. Lariviere

Paul L. Lariviere
Division Administrator, Maine
Federal Highway Administration

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List of Acronyms

Acronym	Meaning
ac.	acre
AADT	average annual daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ASTM	American Society for Testing and Materials
CEQ	Council on Environmental Quality
COG	Council of government
dBA	decibel — A-weighted
EA	Environmental Assessment
FEMA	Federal Emergency Management Agency
FHPM	Federal-Aid Highway Program Manual
FHWA	Federal Highway Administration
FPPA	Farmlands Protection Policy Act
ft.	feet
ha	hectare
IOE	increase over existing
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
km	kilometer(s)
LOS	level of service
m	meter(s)
MDEP	Maine Department of Environmental Protection
MDIFW	Maine Department of Inland Fisheries and Wildlife
MDOT	Maine Department of Transportation
MHPC	Maine Historic Preservation Commission
mi.	miles
MNAP	Maine Natural Areas Program
MOA	memorandum of agreement
mph	miles per hour
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHS	National Highway System
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resources Conservation Service
NRPA	National Resource Protection Act
NSA	noise sensitive area
NWI	National Wetlands Inventory
PAC	Project Advisory Committee
ppm	parts per million
RBP	Rapid Bioassessment Protocol
RTAC	Regional Transportation Advisory Committee
SAD	School Administrative District
SHPO	State Historic Preservation Officer
STPA	Sensible Transportation Policy Act
USACOE	U.S. Army Corps of Engineers
USDA-SCS	U.S. Department of Agriculture Soil Conservation Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
VPD	vehicles per day